#### NEW PUBLICATIONS.

RUSKIN'S NEW LECTURES AECTURES ON ART, Delivered before the University of Oxford in Hilary Torm, 1870. By John Ruskin, M. A. Crown 8vo, pp. 155. Macmillan & Co.

The seven lectures comprised in this volume are, it e mistake not, the first lectures on the Fine Arts rer delivered at the University of Oxford. The arse owes its foundation to the munificence of Mr. diade, who has recently established an art professorhip simultaneously at three great English seats of earning. The inaugural of Mr. Ruskin is a general survey of the purpose and advantages of the introof this new branch of study into the curiculum of the University. Art, he declared, can at three functions-the enforcing of the relious sentiments of men, the perfecting their ethical ate, and the doing them material service.

The second lecture treats of "The Relation of Art to Religion," and here Mr. Ruskin warns his listeners against two perils which they have especially to

imagines that the Energy of Deity can be explained by its ainly as.

Of these, the first, the Pride of Paith, is now, as it has been always, the most deadly, because the most complacent and subtle-because it invests every evil passion of our nature with the aspect of an angel of light, and cuables the self-love, which might otherwise have been put to wholesome shame and the cruel carelessness of the ruin of our fellow-men, which might otherwise have been warmed into human love, or at least checked by human intelligence, to congeal themselves into the mortal intelligence, to congeal themselves into the mortal intellectual disease of imagining that myriads of the inhabitants of the world for four thousand years have been left to wander and perish, many of them everlastingly, in order that, in fullness of time, divine truth might be preached sufficiently to ourselves, with this further inefable mischief for direct result, that multitudes of kindly-disposed, gentle, and submissive persons, who might else by their true patience have alloyed the hardness of the common crowd, and by their activity for good, balanced its misdeing, are withdrawn from all such true service of man, that they may pass the best part of their lives in

common crow, and by their accuracy for good, balanced that missioning, are withdrawn from all such true service of man, that they may pass the best part of their lives in what they are told is the service of God; namely, desiring what they cannot obtain, lamenting what they cannot avoid, and reflecting on what they cannot understand.

This, I repeat, is the deadliest, but for you, under existing circumstances, it is becoming daily, almost hourly, the least probable form of Pride. That which you have chiefly to guard against consists in the over-valuing of minute though correct discovery; the groundless denial of all that seems to you to have been groundlessly affirmed; and the interesting yourselves too curiously in the progress of some scientific minds, which in their pudgment of the universe can be compared to nothing so accurately as to the woodworms in the panel of a picture by some great painter, if we may conceive them as tasting with discrimination of the wood, and with repugnance of the color, and declaring that even this unlooked-for and undesirable combination is a normal result of the action of molecular Forces.

In the lecture on "The Relation of Art to Morals," he has the following fine passage: he is showing ow the conscientious practice of art refines the life

of the artist:

No man can read the evidence of labor who is not himself laborious, for he does not know what the work cost: nor can be read the evidence of true passion if he is not passionate; nor of gentleness if he is not gentle; and the most subtle signs of fault and weakness of character he can only judge by having had the same faults to light with. I myself, for instance, know impatient work, and tired work, better than most critics, because I am myself always impatient, and often tired:—so also, the patient and indefatigable touch of a mighty master becomes more wonderful to me than to others. Yet, wonderful in no mean measure it will be to you all, when I make it manifest;—and as soon as we begin our real work, and you have learned what it is to draw a true line, I shall be able to make manifest to you,—and indisputably so—that the day's work of a man like Mantegna or Paul Veroness consists of an unfaltering, uninterrupted succession of movements of the hand more precise than those of the finest fencer: the pencil leaving one point and arriving at another, not only with unerring precision at the extremity of the line, but with an unerring and yet varied course—sometimes over spaces a foot or more in extent—yet a course so determined everywhere that either of these men could, and Veronese often does, draw a finished profile, or any other portion of the contour of a face, with one line, not afterward changed. Try, first, to realize to yourselves the muscular precision of that action, and the inyet a course so determined every where that either of these men could, and Veronese often does, draw a finished profile, or any other portion of the contour of a face, with one line, not afterward changed. Try, first, to realize to your selves the muscular precision of that action, and the intellectual strain of it, for the movement of a fencer is perfect in practiced monotony; but the movement of a hand of a great painter is at every instant governed by direct and new intention. Then imagine that muscular firmness and subtlety, and the instantaneously selective and ordinant energy of the brain, sustained all day long, not only without fatigue, but with a visible joy in the exertion, like that which an eagle seems to take in the wave of its wings; and this all life long, and through long life, not only without faligue of power, but with visible increase of it, until the actually organic changes of old age. And then consider, so far as you know anything of physiology, what sort of an ethical state of body and mind that means!—this through ages past! what fineness of race there must be to get it, what exquisite balance and symmetry of the vital powers! And then, finally, determine for yourselves whether a manhood like that is consistent with any viciousness of soul, with any mean anxiety, any guawing lust, any wretchedness of spite or remores, any consciousness of rebellion against line of God or man, or any actual, though unconscious, violation of even the least law to which obelience is essential for the glory of life, and the pleasing of its Giver. It is so course, true that many of the strong masters had deep faults of character, but their faults always show in their work. Is is true that some could not govern their passions; if so, they died young, or they painted lik when old. But the greater part of our misapprehension in the whole matter is from our not having well known who the great painters were; and taking delight in the petty skill that was bred in the fumes of the toverse of the toverse also, as I h

real air, sons of the morning, under the woods of Assisi and the cragg of Cadore.

It is true however also, as I have pointed out longago, that the strong masters fall into two great divisions, one leading simple and natural lives, the other restrained in Parlianism of the worship of beauty; and these two manners of life you may recognize in a moment by their work. Generally the naturalists are the strongest; but there are two of the Purlians, whose work if I can succeed in making clearly understandable to you during my three years here, it is all I need care to do. But of these two Furlians one I cannot name to you, and the other I at present will not. One I cannot, for no one knows his name, except the baptismal one, Bernard, or "dear little Bernard"— Bernardino, called, from his birthplace, (Luino, on the lago Maggiore,) Bernard of Luino. The other is a Venetian, of whom many of you probably have never heard, and of whom, through me, you shall not hear, until I have tried to get some picture by him over to England.

never heard, and of whom, through me, you shall not hear, until I have tried to get some picture by him over to England.

Observe, then, this Puritanism in the worship of beauty, though sometimes weak, is always honorable and amiable, and the exact reverse of the faise Puritanism, which consists in the dread or disdain of beauty. And in order to treat my subject rightly, I ought to proceed from the skill of art to the choice of its subject, and show you how the moral temper of the workman is shown by seeking lovely forms and thoughts to express, as well as by the force of his hand in expression. But I need not now urge this part of the proof on you, because you are already, I believe, sufficiently conscious of the truth in this matter, and also I have already said enough of it in my writines; whereas I have not at all said enough of the infallibleness of fine technical work as a proof of every other good power. And indeed it was long before I myself understood the true meaning of the pride of the greatest men in their mere execution, shown, for a permanent lesson to us, in the steries which, whether true or not, indicate with absolute accuracy the general conviction of great artists;—the stories of the contest of Apelles and Protegenes in a line only, (of which I can promise you, you shall know the meaning to some purpose in a little while),—the story of the circle of Glotto, and especially, which you may perhaps not have observed, the expression of Dürer in his inscription on the drawings sent him by Raphael. These figures, he says," Raphael drew and sent to Albert Dürer in Nirnberg, to show him his hand." And you will flud, as you examine farther, that all inferior artists are continually trying to escape from the necessity of sound work, and either indulging themselves in their delights in subject, or pluming themselves on their noble motives for attempting what they cannot perform; (and observe, by the way, that a great deal of what is mistaken for consclendions motive is nothing but a very postflent, becau

selves, though capable of the very strongest passions, into a calm as absolute as that of a deeply sheltered mountain lake, which reflects every agitation of the clouds in the sky, and every change of the shadows on the hills, but is itself motionless. Historically, perhaps, all this is less true than it is in theory, but it is cloquent and ingenious. The fourth lecture is devoted to "The Relation of Art to Use," and the remaining three contain some highly theracteristic remarks on "Line," "Light," and

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New York, Oct. 15, 1869.

and of the office of leave the state of the office of the

Itime; no dust; half rathroad fare; the beautiful steamboat NELUX WHITE leaves Pies No. 7, R. R., food of Market-sta, every afternoon, at 2:43, and Thirty-serenth-st., at 2 o'clock. Returning, leaves Norwalk at 7:43 a. m., on the arrival of the Danbury and New-Haven trains. Pare, 75 cents. Excursion ticket, \$1:20.

Fare, 75 cents. Browrsion ticket, \$1.25.

PALTIMORE AND OHIO RAILROAD CO. 18
INDEPENDENT LINE for the WEST, SOUTH-WEST, and
NORTH-WEST. FREEIGHT received and forwarded by CAMDEN
and AMBOY RAILROAD, Pierl, North River, and INLAMO PEOPELLEE LINE, Pier 5. North River, Cally, RATES LOW, with quick
dispatch. Passengers take the New Jerser and C. and A. route from
foot of Courliand-set, privilege en route WEST of a trip to Washington, D. C., and return without extra cost. The ONLY LINE affording
this opportunity. TICKETS GOOD UNTIL USED.

C. W. PERVELL, General Agent.

C. W. PERVEIL, General Agent.

CENTRAL RAILROAD of NEW-JERSEY.

Passenger and Freight Depot in New-York, foot of Liberty-st., connects at Somerville with South Branch Railroad; at Hampton Junction with the Delawars, Lackawanna, and Western Railroad; at Phillipsburg with the Lebigh and Susquehanna Railroad; and at Raston with the Lebigh Valley Railroad and its connections, forming a direct line to Pittaburgh and the West, without change of care; also, to Central Pennsylvania and New-York State.

ALLENTAGEN 1992.

burg, &c.

2 p. m. — For Easton, Allentown, and Manch Chunk.

3 p. m. — For Easton, Allentown, Manch Chunek, and Belviders.

4:20 p. m. — For Easton, Allentown, Manch Chunek, and Belviders.

4:20 p. m. — For Somerville and Flemington.

5:15 p. m. — For Seatornille.

5 p. m. — For Flainfield.

1 p. m. — For Plainfield.

2 p. m. — For Plainfi

4:45 5:15.5:20, 5:45, 6:20, 6:20, 7:20, 7:40, 8:20, 8:20, 9:20, 10:42
12:20 p. m. FOR THE WEST.

3 a. m. - WESTRIK EXPARIS, daily (except Sundays), for Easten, Allentown, Harrisburg, and the West. Connects at Harrisburg for Erie and the Oil Regions. Connects at Somerville for Flemington. Connects at Juntion for Strondsburg, Water Gap, Scranton, Binghamton, Syracuse, &c. 5 p. m. - Cincipant for Mauch Chunck, Wilkesbarre, &c. 5 p. m. - Cincipant for Mauch Chunck, Wilkesbarre, &c. 5 p. m. - Cincipant Exparis, daily, for Easton, Bathlehem, Allet town, Rending, Harrisburg, Pittsburgh, Chicago, and Cincinnati. Sleeping and Palace Cars to Pittsburgh and Chicago. Connects at Junetic With Delaware, Lackawanna and Western Eallroad for Scraston. Sleeping-cars through from Jersey City to Pittsburgh errey evaning. Tiexets for the West can be obtained at the office of the Central Rairond of New-Jersey, foot of Liberty-st., N. 7; at No. 1 Autor House, 200, 201, 226 Bondway, at No. 10 Greenwich-st., and at the principal hotels.

R. E. RICKER, Superintendent.

H. P. Baldwin, Geo. Pass. Agt.

Nos. 254, 371, 226 Broadway; at No. 10 Greenwichest, and at the principal hotels.

H. P. BALDWIN, Gen. Pass. Agt.

DELAWARE, LACKAWANNA and WEST-ERN RAILROAD.

MORRIS AND ESSEX DIVISION.

Depots in New York, root of Barcalay at. and foot of Christopher-st. SUMMER ARRANGEMENTS, commencing MOSDAT, April II., 1870, 8:00 a. w. RXYEESS MAIL TRAIN, commenting at Describe with Boost for Andower and Newton, at Washington with the D., L., and W. R. for Water Gap, Stroudsburg, Seranton, Great Bend, Binghamton, Syracus, and Oxwego, and all points on the Lackawanna and Bloomsburg, and Delaware and Housen R. Ris.

11:40 a. m. LEHIGH VALLEY EXPRESS stops at Newark, Morristown, Dover, Hackettstown, Washington, Phillipsburg, and Baston; consects at Phillipsburg with Bell. Uel. R. for Berivilers, &c., and at 40 p. m. For SUMMIT and intermediate stations at 6:30, 7:30, and 10:00 a. : P. D. NEWARK, at \*6:30, 7:30, 8:30, 8:30, 9:30, 9:40, 9:30, and 11:40
P. D. NEWARK, at \*6:30, 7:30, 8:30, 8:30, 9:30, 9:30, 10:30, 10:30, 11:30, 11:30, 11:30, 3:30, 5:3

On and after MONDAY, MAY 16, 1870, Trains with reasonable only follows:

5:00 a. m. Greenport and Sag Harbor Mail Train.

10:00 a. m. Northport Way Train, stopping at all intermediate stations.

12:00 m. Hempstead Way Train.

5:00 p. m. Greenport and Sag Harbor Express.

5:00 p. m. Northport Express.

5:00 p. m. Northport Way Train.

6:00 p. m. For North Islip and intermediate stations.

All Trains connect at branch for Hempstead.

Sanday trains for Roaly Glien Cove. Locast Valley. Huntington, and Northport leave Hauter Point at 9 a. m. and 6 r. m.

Tyckets sold direct to East Hampton for 8 a. m. and 3:30 p. m. trains. NEW-YORK CENTRAL and HUDSON
RIVER RAILROAD.—Trains leave Thirtieth-st. as follows:

\$a. m., Chicago Express, Drawing room care attached.

\$a. m. and 3:45 p. m. Special Startaga, Espress Trains, with DrawingRoom Care at ached, and through to Saratoga, without change, in 5 hours
and 50 minute.

Room Cars at acted, and through to baracoga, without change, and not and 50 minutes, pecial Drawing-room Car Express for Chicago. No accommodation for Way passengers except in Drawing-room Cars.

11 a. m., Northern and Western Express, Drawing-room cars attached.
4 p. m., Montreal Express, Drawing-room cars attached.
6 p. m., First Paulic Express, with Sleeping-cars through to Watertown, Syracuse and Cranadaigus. (Isily).
8 p. m. Second Pacific Express, with Sleeping-cars attached, for Chicago, ria both L. S. & M. C. Rullroads, for Louisville via Indianapolis, and for Buffalo and Rechester. (This train will have at 8 p. m. on Sundays.)
11 p. m., Night Express, Sleeping-cars attached.
2 p. m., Hudson train.
7:00 a. m. and 5 p. m., Poughkeepsie trains.
9:45 a. m., 4:15, and 6:15 p. m., Feckkill trains.
5:30 and 7:10 p. m., Sing Blog trains.
6:30 n., 7:10 9:05, and 10 a. m., 12:20, 1:30, 2, 4:25, 5:10, 8:10, and 11:30 p. m., Fourches trains.

9 a. m., Sondar train for Ponghkeepsie.
9 a. m., Sondar train for Ponghkeepsie.
C. H. KENDRICK, Gen'l Passenger Agent.

New-York, June 27, 1870.

NEW-YORK AND NEW-HAVEN RAIL
SUMMER ARRANGEMENT.

COMMENCING JUNE 20, 1870.

Passenger Station in New-York, corner of Twonty-seventh-st. and

Fourth-seve. Entrance on Twenty-seventh-st. and

For New-Haven and Bridgeport, 7, 2 (Ex.), 11:20 a. m.; 12:15 (Ex.),

5:00 (Ex.), 2:45, 4:30, 2:30, and 8 (Ex.) p. m.

For Milford, Streatford, Pairfield, Southport, and Westport, 7:00, 11:30

a. m.; 12:46, 4:30, and 5:30 p. m. 3:00 (a.1.) 3:00, 4:0, 5:00, 4:00 (b.1.) p. m. Yor Milford, Stratford, Pairfield, Southport, and Westport, 7:00, 11:30 a. m.; 3:45, 4:30, and 5:30 p. m. Yor Norwalk, 7:00, 8:00 (kr.), 9:00, 11:30 a. m., 12:15 (kr.), 3:00 (kr.), 3:45, 4:30 (kr.), 5:30, 6:20, and 8:00 (kr.) p. m. Yor Daries, 7, 9, 11:30 a. m.; 3:45, 4:30 (kr.), 5:30, and 6:30 p. m. Por Stamfurd, 7, 8 (kr.), 9, 11:30 a. m.; 12:15 (kr.), 2:15, 3 (kr.), 2:45, 4:20 (kr.), 4:45 5:20, 6:50, 7:18 k (kr.), 5:30, 8:10, 2:15, 3:45, 4:40 (kr.), 4:45 5:20, 6:20, 7:18 k (kr.), 9, 11:30 a. m.; 2:15, 3:45, 4:40 (kr.), 4:35 5:20, 6:20, 7:18 p. m. Stanfurd, 7, 9, 11:30 a. m.; 2:15, 3:45, 4:30 kr., 4:35 p. 3. m. Stanfurd, 13 kr., 13 kr.,

For New-Daves and Springfeld, 8 a. m., 12:15, 3, 4:20 p. m. to Hartford, pp. m.

For Newport, R. I., 12:15 p. m. (E.L.), connecting with Steamer across Rangement Bay, arriving at 8:30 p. m.

For Connecticat River Railroad, 8 a. m., 12:15 p. m. to Montreal, 3 p. m. to Northampton.

For Hartford, Providence, and Fishkill Railroad, 8 a. m.; 12:15 p. m.

For chief Line Railroad, 2 s. m. a. m. to Norwick and Providence; 12:15, 1:00 a. New-London, 8 p. m.

For May-Laves and Northampton Railroad, 8 a. m.; 3:00 p. m. to Northampton and Williamstourgh.

For May-Bayes and Spring Railroad, 7 a. m.; 12:15, 4:30 and 4:30 p. m.

For Mayastack Railroad, 8 a. in., 3 p. m., and 4:20 p. m. to Waterbury.

For Danbury and Forwalk Railroad, 7 a. m., 12:15, 4:30 and 5:30 p. m.

Commodicus Steeping Cars attached to 8 p. m. train; and also to Sun
London Railroad, 7 a. m.; 12:15, 4:30 and 5:30 p. m.

Commodicus Steeping Cars attached to 8 p. m. train; and also to Sun
London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

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London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

London Railroad, 1 a. m.; 12:15, 4:30 and 5:30 p. m.

day Mail Train on either Line. Drawing Room Car attached to the 8 a. and 3 p. m. trains.

NEW-JERSEY RAILROAD—FROM FOOT of CORTLANDI-5T.—For WEST PHILADBELPHIA, at 8:30 and 9:30 and 9 P. W. JACKSON, General Su

June 16, 1879. P. W. JACKSON, General Superintendent.

NEW-YORK and HARLEM RAILROAD

On and after MONDAY, May 23, 1870, two Express Trains will
leave depot corner of Twenty-eith-st. and Fourth-ave., as follows:

10.70 a. m., Rutland Express.

3:45 p. m., Montecul Express.

Sleeping Coaches on night trains, between New-York and St. Albans, Vt. SOUTH SIDE RAILROAD of LONG ISLAND.

SOUTH SIDE RAILROAD of LONG ISLAND.

SUMMER ARRANGEMENT.

Commencing MONDAY, May 30, 1870, from Roosevalt ad Grand-staferrisa.

8 a.m., Mail and Accommodation to Patchogne.

10 a.m., Babyton Accommodation and all Stations.

11 a.m., Rockaway Excursion. This train will be put on June 30,

12.30 p.m., Express for Patchogne. Connecting with stages f.r. Bellielport, Fire-Flace, and South Haven.

12.30 p.m., Accommodation for Patchogne.

12.30 p.m., Accommodation for Patchogne.

12.30 p.m., Accommodation for Ial p and all Stations; on Saturdays,

through to Babyton.

2 a.m. and 3230 p.m. Express connects with bost at Babyton for

All trains connect at Valley Stream for Rockaway, except the 5:30 p.m.

From New York and the 6 a.m. train from Islip.

The company have exceed extensive buildings on Rockaway Beach, for
refreshments and the convenience of structionatis.

Tickets to and from the Beach, One Dollar.

For further particulars, see large Time Tables.

CHARON SPRINGS.—All rail from Albany—

C. W. DOUGLAS, Superintendent.

C. W. DOUGLAS, Superintendent.

C. W. DOUGLAS, Superintendent.

C. Passengers leaving New-York by DAY BOAT, PEOPLESS LINE or TROY LINE STRAMBOATS can procure through lickets, have their baggage checked direct to SHARON, via ALBANY AND SUSQUESTANNA RAILBOAD, and avoid the tailous carriage risle by other routes. By the Night boats passengers reach Sharon at 10:26 a. m., by the Day boats at 0:17 m. Tassengers by the Hodson River Ealir ad will be transferred at Albany to the A. and S. Depoi, free, on applying to the proper agent stationed on the outside of the depot. RUNDAY TRAIN, in connection with Pouple's Line Steamers from New-York, Saturday night, leaves alloys 7:30 a. m., arriving at the Springs 10:15 a. m., i returning, arrives at Albany 8 p. m., Sunday, S. B. MATO, Gen'l Ticket Agent.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE,-FIRST CALL 101 O'CLOCK A. M. 1141 127,000 U. S. 5-20 Co '65 n. 111 80,000 U. S. 5-20 Con '67 ... 1104 100,000 U. S. 5-20 Con '68 ... 1104 25,000 U. S. 5-20 Con '68 ... 101 O'CLOCK.

| 1,000 NY C 6s '95. 93 | Eric. 32 | Preferred. | 1,000 Rric 2d m '79. 97 | 136 West Un Tele. 24 | 500. | 2,000 Rric 2d m '79. 97 | 136 West Un Tele. 34 | 500. | 2,000 Rric 3d m '79. 96 | 200. | 34 | 100 New-Jors Centrel. 1,000 Usion P R'd | 100 Mariposa p. 15 | 160 Chicago & R'k | 1st mertgage. 54 | 200 Pacific Mall. 41 | 1,000 Chicago & R'k | 3,000 Al & TH 2 p 87 | 100. | 41 | 1,300 Chicago & R'k | 3,000 Tal & Ws 2. 85 | 200 Am Mer Un Ex 44 | 500. | 1,300 Chicago & R'k | 1,000 

| Solution | Solution

NATIONAL STOCK EXCHANGE.

200 West Un Tel... 34; 400 Radding... 1025 500 Grass Valley.e. 49
100... 34; 400 Radding... 1025 500 Grass Valley.e. 49
200 Pacific Mall. 41; 100 Ohlo & Miss. 32; 100 Newark & Clin
200... 41; 200... 35; 100 Newark & Clin
200 N Y Ce & Huds
Riv R... 38; 100 Chie & RY Is. 1164

The Gold Room has been the special theater of interest and excitement to-day, and business was very lively there. The gallery, which has been almost deserted for several weeks, was again filled with "anxious watchers" and idle spectators. The news from Europe caused the market to open very strong, and at 10 a. m. the first quotation was 115\(\frac{1}{2}\); 10:01, 115; 10:02, 114\(\frac{1}{2}\); 10:03, 114\(\frac{1}{2}\); 12:38, 114\(\frac{1}{2}\); 12:m., 114\(\frac{1}{2}\); 12:11, 113\(\frac{1}{2}\); 12:22, 113\(\frac{1}{2}\); 12:25, 1131; 1:00, 1134; 2:00, 1132; 2:10, 114, and closed at 3 p. m. at 113]. The fever heat at 10 o'clock a. m. was not kept up during the business hours, although quotations on the "record" were changed at almost every minute during the five hours of operations. The change in quotations have been 2 per cent, as 115; was the highest and 113; the lowest. All manner of reports were in circulation on the street this morning as to the belligerent attitude that France has assumed toward Prussia; and that agents of France were buying hay, grain, flour, &c.; and these reports all helped to keep up the excitement. After a few quotations of gold, men began to take the second" thought, and it occurred to them that Uncle Sam had some tens of millions of gold in his hands, and was willing to sell it at a high figure, and it was, therefore, wise discretion for operators for a rise "to stand from under." Immediately after 3 p. m. gold was quoted at 1134 @ 1134.

The flurry in the gold market in consequence of Euro can political gymnastics has the effect to depress the ond and stock markets, and Governments are, there ent. We are inclined to think that the estimate of Gov oo high. Our banks, savings banks, insurance and trust companies hold some \$750,000,000 of these bonds, trators, and trustees all over the country to a very large amount. In many sections there is scarcely a family without bonds, and on "interest days" here, in this city, the "common people" come after their "bond in terest." Even a war in Europe would not send many of our bonds home, as the investment in them is now re

garded as an "undoubted security" abroad. The following are the bids for and the highest sales Government bonds at the dates named:

Bids, 1st B'd. Sales.

Py 9, Py 11, Py 11.

U. S. 6s, 1991, coup. 144 1144 U. S. 5-20s, 1867, c. 1103 1105 1104 1104 U. S. 5-20s, 1868, c. 1111 1104 1104 U. S. 5-20s, 1868, c. 1111 1104 1104 U. S. 5-20s, 1868, c. 1110 1104 1105 U. S. 5-20s, 1868, c. 1111 1104 1104 U. S. 5-20s, 1868, c. 1110 1104 1105 U. S. 5-20s, 65, c. n. 1105 1106 U. S. 5-20s, 65, c. n. 1105 U. S. 5-20s, 1055 U. S. 5-

The foreign exchange market is strong, and bankers are not disposed to draw. Sight bi are held at 110%. It is unnecessary to say that the current rates admit of the shipment of double-eagles at a profit. We quote: Prime Hankers' St'ng Bills on London

ondos 109 a 110 109 a 109 1 109 a 109 1 5 15 a 5 15 1 36 a 36 1 41 a 41 1 70 a 70 1 5.12 #5.13 5.12 #5.13 5.12 #5.13 5.12 #5.13 41 # 41 36 # 36 41 # 41 80 # 80 72 # 72

Tennessee bonds are very strong. The payment by the Eastern Tennessee and Georgia Railroad of over \$4,000,000 of bonds into the State Treasury, and the failure of the House to concur with the Senate in a kind of semi repudiation of some of the bonds issued to railroad companies, have strengthened the market and put confidence in these bonds. The credit of Tennessee with its immense and unequaled mineral resources ought to be 'A 1," and good legislation and economy will make her stock in time equal to the best. The 6s, ex-coupon, are quoted at 671 2693 270, and the new, 651 268. The transactions in these bonds have been very large to-day. North-Carolina, old bonds, sold at 51‡: Special Tax, 26; New, 35‡; South Carolina 6s, new, 78‡: Alabama 8s, 99.

Railroad bonds are steady, with fair transactions. Eric, 2d, 27; Michigan Southern, 2d, 26; Union Pacific, 841; Buffalo, New-York and Erie, 1st, 90; Illinois Ceutral, 110: St. Louis Iron Mountain, 1st, 90. The steady increase in the receipts and the extension of the Iron Mountain road have steadily put up the price of its bonds and stock in this market. The valuable land grants to this Company add very much to the value of its

Bank stocks are very quiet, with North River at 95; Chatham, 167; Continental, 95; Park Bank, 165; Western Union Telegraph, 34; Pacific Mail, 414; Adams Express, ss; American Merchants' Union, 44. The Stock market to-day has been moderately active.

The European news tended to depress stocks, although many seem to think that war in Europe would increase our railway receipts during the coming season, and that our stocks would follow gold in its upward movement. The following are the quotations of stocks in the Long Room this morning: Western Union, 342; Pacific, 4120 414; New-York Central and Hudson, 9820974; do. Certificates, 931 2941; Reading, 1041; L. S. and Michigan Southern, 1001 a 991; North-Western Preferred, 88; Rock Island, 116; St. Paul, 651 2651; St. Paul Preferred, 801 2881; Toledo and Wabash, 504 2504; Ohio and Mississippi, 354 2354. At the First Board, N. Y. Central and Hudson sold at 984; At the First Board, A. F. Centra and Masson sold at 52; do. Certificates, 94; Erie, 22; Harlem, 139; Reading, 109; Lake Shore, 100299; Rock Island, 116; Chicago and North-Western Preferred, 88; C. C. C. and I. C., 82; New-Jersey Central, 104; Toledo and Wabash, 56; Ohio and Mississippi, 35; Panama, 94; In the afternoon prices were a little stronger, with the exception of Panama, 92; Milwaukee and St. Paul, 66; Lake Shore, 100 : Hannibal and St. Joseph, 1203. The market closed stendy, with a better feeling than at the opening.

For the \$2,375,000 of bonds advertised for by the Gov ernment to-day, there were offerings of \$6,570,300. The highest bid was 111.49, by Ed. Sweet & Co., and the lowest

Hatch & Foots.

#2 1807, r. 15.

4 1000, e., 405.

4 1000, e., 405.

4 1000, e., 405.

5 100, e., 407.

10 1000, e., 407.

11 1000, e., 407.

11 1000, e., 407.

12 10 100, e., 407.

12 10 100, e., 405.

12 100, e., 405.

13 100, e., 405.

14 100, e., 405.

15 100, e., 405.

16 100, e., 405.

17 100, e., 405.

18 100, e., 405.

1 6(40) r. 64.

Woorlahoffer k Co.

25,000, 65.

109 82

25,000, 65.

109 83

Baker k Kitchen,

\$650, c. 63.

109 83

20, e. 77.

109 55

20, e. 77.

109 50

D. W. Berdan,

61,100, 65.

13,000, 65.

109 69

1,700, 64.

20,000, r. 65.

20,000, r. 65.

109 69

1,700, 64.

20,000, r. 65.

20,000, c. 65.

20,000, c. 65.

20,000, c. 65.

20,000, c. 75.

20,000, c. 75. 109 67

The money market to day has been undisturbed by rumors. The same ease continues as for several weeks, and the payment by the Government of \$2,375,000 to-day for bonds purchased will help to make money cheap. On with occasional loans at 5 per cent on mixed collaterals. No change in commercial paper. Late to the asternoon there was a more active demand for money, and call

loans were made at 6 per cent. The following named States and Torritories w... oe entitled to the \$54,000,000 of the additional circulation under the new Currency act, in the proportion below named;

The following are the Government quotations of Mesars Fisk & Hatch at 4 p. m.

Coleman Benedict reports the closing quotations at 6

o'clock, as follows: Pittsburgh
New Jersey Cen.
North-Western.
N. West. Pref.
Rock Island.
St. Funl.
Ht. Paul Pref.
Tolelo sad Wabselt.
Tol. and Wabs. Pref.
Port Warne.
Alton & Terre Haut.
Alton & Terr Haut.
Chiege and Alton.

The following were the bids for City Bank stocks: New-York .... Mechanics'....

North River..... Tradesmen's... Seventh Ward... State of New-York And the following for State securities:

And the following for Railroad bonds: N. Y. Central 6s, R. Estate. 88 Tol. W. & W. Con. Cont. s. N. Y. Central 5s, Subserption. 83 Gt. West. 1st Mort. 1885. N. Y. Central 7s, 1976. 1021 Gt. West. 2d Mort. 1885. S. Y. Central 7s, 1976. 1022 Gt. West. 2d Mort. 1885. Fire 1st Mort. Exp. 97 Galena and Chicago 2d Mort. Eric 7s, 2d Mort. 1nd., 1879. 97 Galena and Chicago, 2d Mort. Fire 7s, 4th Mort. 1nd., 1883. 99 Chicago & R. Island 1st M. Krie 7s, 5th Mort. Ind., 1888. 19 Morris & Esser 1st Mort. Roll 1888. 19 Morris & Esser 1st Mort. Hold, R. 7s, 2d Mort. S. P., 1885,103 Chere. & Tol. Sinking Fund. Had. R. 7s, 2d Mort. S. P., 1885,103 Chere. & Tol. Sinking Fund. Harlem Con. M. & S. Fund. 35 N. Jersey Cent. 2d Mort. Harlem Con. M. & S. Fund. 35 N. Jersey Cent. new bonds. Mich. S. & N. I. S. Fund. 7p. c. 2d Chere. & Pitts, Consoc. 8 F. Pestific R. 7s, gar. by Mo. 95 Chere. & Pitts, Consoc. 8 F. Pestific R. 7s, gar. by Mo. 95 Chere. & Pitts, 2d Mort. S. Chere. & Pitts, Consoc. 8 F. Pestific R. 7s, gar. by Mo. 95 Chere. & Pitts, 4th Mort. Union Pacific 1st Mort. 94 Ohio & Miss. Consol. Med. 10 Alton & T. H. 2d Mort. 19 4 Ohio & Miss. Consol. Med. Alton & T. H. 2d Mort. 10 Chicago & Alton Ist Mort. 8d. Alton & T. H. 2d Mort. 10 Chicago & Alton Ist Mort. 10 Chicago & Alton Ist Mort. 94 Ohio & Miss. Consol. Alton & T. H. 2d Mort. 10 Chicago & Alton Ist Mort. 8d. Alton & T. H. 2d Mort. 10 Chicago & Mil. & St. Panl Ist Mort. 5d. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. 5d. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. 4d. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. Chic. & N. Western Int. Bonds. 324 Mil. & St. Panl Ist Mort. Consoled 7 per cent conview. 924 Chicago & Mil. Ist Mort. Hamibial and St. Josenb. L. G. 1070 Chic. & N. & Lat. Mort. 10 Chic. & N. Met Mort. 1970 Chic. & N. & Lat. Mort. 10 Chic. & N. Met Mort. 10 Chic. & N. Met Mort. 10 Chic. & K. K. K. Lat. M. Lat. Mort. 10 Chic. &

The following shows the result of to-day's business at the Sub-Treasury in this city:

\$1,024,326 90 Currency payme 3,137,680 16 Currency balan 72,900,539 14 Customs. 461,239 00 The earnings of the Pacific Railroad of Missouri for th month of June were:

will be closed on the left of July and reopened on the 2d of August.

The Commonwealth Fire Insurance Company has declared a semi-annual dividend of five per cent, free of Government tax, payable on demand.

The Fireman's Trust Insurance Company have declared a semi-annual dividend of five per cent, payable on demand.

TABLE of the Average Amount of Loans, Specie, Circula-tion, Deposits, and Legal Tenders in the Bunks of the City of New-York for the week ending Saturday, July, 9, 1870.

Loans and Dis. Specie. Leg.Ten. Deposits. Circulation. Union...
Bank of America...
Phenix...
City.
Tradesmen's.... Metropolitan
Citirens'
Nassaa.
Market,
St. Nicholas.
Shoe and Leather.
Corn Exchange.
Continental
Commonwealth
Oriental 53,601 64,222 240,476 359,669 Loans and Discounts. . \$277,783,4

> BANKING AND FINANCIAL. BANKING HOUSE OF

HENRY CLEWS & Co., 32 Wall-st., New-York. Our business is the same as an Incorporated Bank. Deposit accounts can be opened with us in either currency or coin, subject to check without notice. Interest allowed upon all daily balances at current market rates.

We draw Bills of Exchange, make telegraphic transfers of money, and issue credits available in all parts of Europe. We issue Certificates of Deposit payable on demand or at a fixed date, bearing interest and availa-

ble at all leading points. We are at all times prepared to make advances on approved collaterals; execute orders for the purchase or sale of Gold, Government, State and City

Bonds, and other first-class securities. The negotiation, in this country and Europe, of Railroad and other Corporate Loans, receive special attention. We make collections of Notes, Drafts, Coupons and Dividends with promptness on all